

2017 INFRASTRUCTURE REPORT



Rep. Pramila Jayapal | Washington's 7th Congressional District

MAY 2017

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Congress of the United States
House of Representatives
Washington, DC 20515

May 17, 2017

Dear Resident of Washington's 7th Congressional District,

I am honored to be serving as the newly elected member of Congress representing our 7th District. I am committed to championing our region's transportation and infrastructure priorities.

I have spent these early months of my first term meeting with fellow elected officials from every municipality and jurisdiction in the 7th District. I have met with Councilmembers from King County, the City of Seattle, and Snohomish County; with the Mayor and Councilmembers of the City of Shoreline, the Mayor of Edmonds, the City of Lake Forest Park, the City of Burien; and with Commissioners and key staff from the Port of Seattle.

My staff and I have visited projects mentioned in this report including Seattle Harbor and Terminal Five, City Center Connector project site, Madison Bus Rapid Transit project site, Hiram Chittenden Locks, and the SR523/145th project site. We look forward to continuing these site visits throughout the year.

I have led and supported various legislative efforts including cosponsoring H.R. 966 Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act of 2017 (TIGER CUBS); co-signing a letter in support of Transportation Investment Generating Economic Recovery grant program (TIGER); co-signing a letter in support of Maritime Security Program; co-signing a letter in support of Capital Investment Grant (CIG) program; sending a letter of support for the City of Seattle Madison Bus Rapid Transit project; and sending a letter of support for the City of Seattle City Center Connector project. (Copies of the letters that were sent are included as supplemental information at the end of this report.)

This report is the first compilation of transportation and infrastructure projects in our Congressional district. This report covers priorities submitted by the communities in the district including King and Snohomish counties; the cities of Seattle, Shoreline, Edmonds, Burien, Lake Forest Park, and Normandy Park and the Port of Seattle.

The projects identified here represent a wide variety of efforts to ensure all in our district can live, work, grow, and thrive. And our communities are growing. Between 1990 and 2015, Washington's population increased by 45.1 percent. Mean travel time to work has increased by 4.3 percent since 2011 to 26.4 minutes in 2015.¹ Seattle has the second-worst evening rush hour in the country.² These are but a few of the driving factors that are putting a tremendous strain on

¹ Page 8, 2016 Transportation Attainment Report;

² http://www.tomtom.com/en_gb/trafficindex/list?citySize=ALL&continent=NA&country=US

our local infrastructure. In response, we must balance and pursue the goals of enhancing livability, protecting our environment, combating climate change, and supporting industry and commerce.

While we are highlighting these initiatives during 2017 Infrastructure Week, the importance of these projects to long-term transit sustainability in our communities cannot be overstated.

Later this year, Congress will consider its annual budget and appropriations bills for fiscal year 2018, including a potential comprehensive infrastructure bill. As we move through the process, you can be sure that I—working with all of our stakeholders—will fight for funding for the proposals listed here.

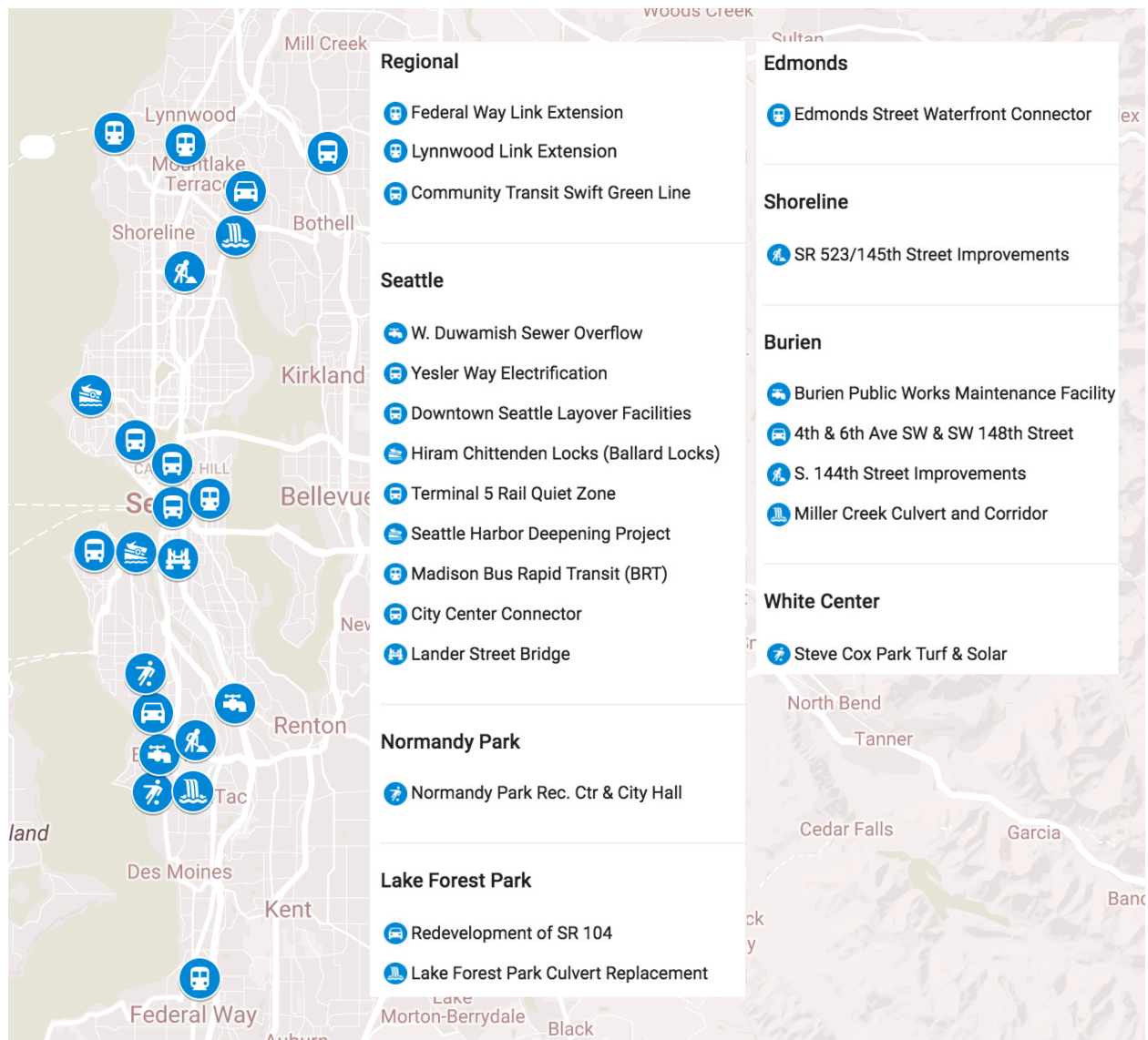
If you have any questions or comments, please do not hesitate to contact Zach Carstensen, my Director of Outreach and Engagement, at 206-674-0040 or zach.carstensten@mail.house.gov.

Sincerely,

A handwritten signature in black ink, reading "Pramila Jayapal". The signature is fluid and cursive, with the first name "Pramila" and last name "Jayapal" clearly distinguishable.

PRAMILA JAYAPAL
Member of Congress

MAP OF PROJECTS



TRANSPORTATION AND INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH CONGRESSIONAL DISTRICT

1. **City:** Seattle, WA
Requestor: City of Seattle
Project Title: Lander Street Bridge
Request: \$140 million total project cost (\$63.5 million; \$45 million FASTLANE Grant awarded for FY 16)
S. Lander Street is an essential east-west corridor in SODO serving traffic from freight, daily commuters, pedestrians and bicycles, as well as King County Metro and Port of Seattle. Seattle Department of Transportation will build a bridge over the train tracks on S. Lander Street to improve traffic circulation, rail operations and safety in the neighborhood.
2. **City:** Seattle, WA
Requestor: City of Seattle
Project Title: City Center Connector
Request: \$75 million Small Starts (expecting \$50 million for FY 17)
The City of Seattle is building a modern streetcar system that will provide new mobility options. The Center City Connector will join existing South Lake Union and First Hill Streetcar lines, creating new north-south connections across downtown. When complete, streetcar service will be available to access hundreds of key destinations including Pike Place Market and Link Light Rail.
3. **City:** Seattle, WA
Requestor: City of Seattle
Project Title: Madison Bus Rapid Transit (BRT)
Request: \$60 million (Small Starts FY 18)
Madison Street BRT will improve east-west transit in Seattle. Bus rapid transit combines the capacity and speed of light rail with the flexibility, lower cost, and simplicity of a bus system. The Madison Street Corridor is busy, dense, and still growing. Bus rapid transit will provide frequent, reliable, and safe bus service.
4. **City:** Seattle, WA
Requestor: Northwest Seaport Alliance; Port of Seattle
Project Title: Seattle Harbor Deepening Project
Request: Expecting \$500,000 for FY 17
The largest container vessels calling at West Coast ports today have roughly twice the capacity of those that served our ports just five years ago. In order to remain a competitive trade gateway for Northwest shippers and to preserve the many jobs related to maritime trade, the Port of Seattle must take steps to better accommodate these larger vessels. One such step is to study whether deepening is needed in specific areas adjacent to the port's container terminals in the East Waterway and West Waterway.

TRANSPORTATION AND INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH CONGRESSIONAL DISTRICT

5. **City:** Seattle, WA
Requestor: Northwest Seaport Alliance; Port of Seattle
Project Title: Rail Quiet Zone
Request: Support funding in FRA for T-5 quiet zone
Improving Terminal 5 (T-5) necessitates the creation of a railroad quiet zone. Creating a quiet zone will help to mitigate an increase in noise as a result of increased freight activity at T-5. Rail quiet zones are stretches of track where a train is prohibited from using an alert horn. In addition, best practices will also be incorporated around gate management, truck parking and signal optimization on Spokane Street that will manage and reduce congestion, along with air and noise concerns.
6. **City:** Seattle, WA
Requestor: American Waterways Operators, Port of Seattle
Project Title: Hiram Chittenden Locks (Ballard Locks)
Request: \$50 million
2017 is the 100th Anniversary of the Hiram Chittenden Locks. A local landmark and popular tourist destination, the locks are vital to the region's maritime economy. The locks are the busiest in the nation, with more than 40,000 vessels passing through the locks each year. The locks are a key control for water levels in Lake Washington and Lake Union. They are an important safeguard for salmon habitat and fishing grounds. Because of their age, the locks need significant upgrades.
7. **City:** Seattle, WA
Requestor: King County
Project Title: Downtown Seattle Layover Facilities
Request: \$77.6 million
As Metro increases bus service, there is pressure to reduce or move bus layover locations. Well-located layover locations close to the start and end of routes provide increased schedule flexibility and enable Metro to provide quality, reliable and efficient transit service.
8. **City:** Seattle, WA
Requestor: King County
Project Title: Yesler Way Electrification
Request: \$23.2 million
Routes 3 and 4 are two of Metro's most productive routes. They serve approximately 3.5 million riders annually. The routes currently experience poor on-time performance due to constrained operations through a congested choke point on James Street near the I-5 ramp. The project will increase the speed and reliability of these routes.

TRANSPORTATION AND INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH CONGRESSIONAL DISTRICT

9. **City:** Seattle, WA (White Center neighborhood)
Requestor: King County
Project Title: Steve Cox Synthetic Turf Replacement and Solar Installation
Request: \$1.7 million
The White Center neighborhood has historically received less investment than other areas in the region. This project helps to close the investment gap. Making park infrastructure improvements and converting a set of ballfields to artificial turf will allow the community year-round access and provide a better, greener amenity.
10. **City:** Seattle, WA
Requestor: King County
Project Title: West Duwamish Combined Sewer Overflow Control Project
Request: Up to 50% of the total project cost of \$28.6 million
The impact of this project would be reduced combined sewer overflows into the Lower Duwamish by implementing the best approach to control overflows in the area using green stormwater infrastructure, storage, or some combination of the two. Controlling these overflows is required under a federal consent decree issued by the Department of Justice and US EPA.
11. **City:** Shoreline, WA; Lake Forest Park, WA
Requestor: City of Shoreline; City of Lake Forest Park
Project Title: SR 523/145th Street Improvements
Request: Currently assessing federal needs
SR 523 is the link that connects the future 145th Link Light Rail station to I-5, Highway 99 and Metro's RapidRide service. To ensure the area is ready for light rail, the cities of Shoreline and Lake Forest Park are preparing by rebuilding and improving infrastructure. The improvements on SR 523 will maximize multi modal transportation, facilitate transit oriented development, and enhance safety.
12. **City:** Lake Forest Park, WA
Requestor: City of Lake Forest Park
Project Title: Culvert Replacement
Request: Currently assessing federal needs including new sources of federal funding to address culvert improvements
Culverts are pipes under a roadway that carry a stream or runoff. Irregular culverts, some perched too high, others at the wrong angle, make it difficult for salmon to navigate. When a culvert is plugged with debris the culvert becomes impassable. Lake Forest Park proposes replacing and improving a series of culverts. The effort would improve access to streams for fish and mitigate flooding.

TRANSPORTATION AND INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH CONGRESSIONAL DISTRICT

- 13. City:** Lake Forest Park, WA
Requestor: City of Lake Forest Park
Project Title: Redevelopment of SR 104
Request: Currently assessing federal needs
Improvements to State Route 104 would improve traffic flow and ensure that commuters coming from the new light rail stations will have efficient transit to and from points north and east of the new stations, whether by car, bus rapid transit, or by foot or bicycle.
- 14. City:** Regional
Requestor: Sound Transit
Project Title: Lynnwood Link Extension
Request: Expecting \$100 million for FTA New Starts for FY 17
When complete, Link Light Rail will cover 116 miles, connecting major job center and 16 cities with more than 80 stations. 84 percent of Sound Transit residents and 93 percent of jobs will be accessible by high capacity transit when construction is completed. A major component of the system is the 8.5 mile Northgate to Lynnwood extension. This extension will extend Link service into Snohomish County and serve an additional 67,000 daily riders.
- 15. City:** Regional
Requestor: Sound Transit
Project Title: Federal Way Link Extension
Request: \$500 million (FTA New Starts)
The Federal Way extension adds an additional 7.6 miles to the Link system to reach the cities of Federal Way, Kent and Des Moines. The extension will also serve Highline College's 17,000 students. When complete, ridership is expected to be 11,000 riders per day. With light rail, it will take 47 minutes to travel from Highline College to downtown Seattle.
- 16. City:** Edmonds, WA
Requestor: City of Edmonds
Project Title: Edmonds Street Waterfront Connector
Request: \$17.4 million (FASTLANE Grant)
Currently, access between downtown Edmonds and the waterfront is available through two roadways. Passing trains close both crossings, cutting off access to the waterfront and Washington State Ferry Terminal. The Waterfront Connector solves this problem with a one lane bridge that provides pedestrian, bicycle and emergency vehicle access.

TRANSPORTATION AND INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH CONGRESSIONAL DISTRICT

17. **City:** Regional
Requestor: Community Transit
Project Title: Community Transit Swift Green Line
Request: \$51.2 million (Federal funding: \$48 million FTA Small Starts)
The Swift Green Line will improve east-west transportation options for Snohomish County. The line will connect 25,000 high-tech jobs in the Canyon Park area of Bothell with the 65,000 aerospace and manufacturing jobs around Boeing/Paine Field. The project is a partnership with WSDOT, City of Everett, Snohomish County, City of Mill Creek, and the City of Burien.
18. **City:** Burien, WA
Requestor: City of Burien
Project Title: Miller Creek Culvert Replacement and Corridor Enhancement
Request: \$3.5 million
This project is being designed under the FAA Pilot Program for the Redevelopment of Airport Properties. It is a partnership between the cities of Burien, SeaTac, and the Port of Seattle. When complete, it will improve the health of Miller Creek by removing a barrier to fish passage, changing the stream channel, and opening up piped sections of the stream.
19. **City:** Burien, WA
Requestor: City of Burien
Project Title: S. 144th Street Improvements in Northeast Redevelopment Area (NERA)
Request: \$3.8 million
The S. 144th Street improvements support economic development in the Northeast Redevelopment Area and is being designed under the FAA Pilot Program for the Redevelopment of Airport Properties. The project includes improving road geometry to facilitate expected traffic and improve sight distance on an existing rail crossing.
20. **City:** Burien, WA
Requestor: City of Burien
Project Title: Public Works Maintenance Facility
Request: \$3 million
One of the City of Burien's pressing needs is a new public works facility. The city recently lost its lease at its current facility necessitating a move to a temporary space. The city is exploring partnerships with other regional entities. A dedicated public works facility will provide city employees a secure, reliable space to meet the growing public works needs for the city.

TRANSPORTATION AND INFRASTRUCTURE PROJECTS IN WASHINGTON'S 7TH CONGRESSIONAL DISTRICT

21. City: Burien, WA

Requestor: City of Burien

Project Title: 4th and 6th Ave SW and SW 148th Street Intersection

Request: \$3.2 million

This project replaces two substandard signals and adds protected left turns on a main arterial. The project additionally provides critical car and pedestrian safety updates to the intersection.

22. City: Normandy Park, WA

Requestor: City of Normandy Park

Project Title: Recreation Center and City Hall Construction

Request: Currently assessing federal funding needs for design and construction

Normandy Park's City Hall doubles as the city's community center and a preschool.

Normandy Park offers 3 classes a day for pre-k and 65 percent of their community center users are elderly. The building itself was built in the 1950s. With a larger updated space, they would be able to serve a larger portion of the community via the preschool and the programs that they offer.

EXAMPLES OF LETTERS OF SUPPORT SENT

PRAMILA JAYAPAL
7TH DISTRICT, WASHINGTON

COMMITTEE ON THE BUDGET
COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON
IMMIGRATION AND BORDER SECURITY
SUBCOMMITTEE ON REGULATORY REFORM,
COMMERCIAL, AND ANTI-TRUST LAW

Congress of the United States
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Washington, DC 20515-4707

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February 22, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Seattle Department of Transportation Madison Corridor Bus Rapid Transit Project
FOA: Fiscal Year 2018 FTA Small Starts Fund

Dear Secretary Chao,

I strongly support the City of Seattle Department of Transportation's application for funding under the FTA's Small Starts grant program for the Madison Corridor Bus Rapid Transit (BRT) Project. Under this proposal, the City will serve growing demand for fast, reliable transit between Downtown Seattle and Seattle's densest and fastest growing neighborhoods, while supporting accessibility and increased transit ridership.

East-to-west high capacity transit in this corridor has been a priority for many years. A regional light rail stop was planned for the First Hill neighborhood, at the center of the Madison BRT corridor, but was removed due to high costs of tunneling, and this has left a critical gap in the city's transit infrastructure. This project provides an opportunity to serve the major hospitals, university, and dense urban housing in this area. The Madison corridor all-electric BRT service will connect many of the region's most important regional transit systems, including Sound Transit's expanding Link light rail system, the Washington State Ferries system, and Seattle's expanding streetcar system. Madison BRT will share a platform with the Center City Connector Streetcar line on First Avenue, a Small Starts project in the 2016 President's Budget.

Current bus service in the corridor is slow, crowded, and unreliable. With the investments in dedicated transit lanes, BRT stations with all-door boarding and passenger amenities, and transit signal priority throughout the corridor, this project will dramatically improve transit travel times, increase reliability, and increase accessibility with improved frequency and near-level boarding, thereby increasing transit ridership. Full-featured BRT is the preferred high-capacity transit investment for this corridor. This is also the first all-electric trolley BRT project in the nation, advancing local and national air quality goals.

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In November 2015, Seattle voters approved the Levy to Move Seattle, a nine-year property tax levy that provides local funding for this project. A key element of the Move Seattle program is the development of a network of seven new RapidRide BRT lines, the Madison Corridor being the first priority for the City. Sound Transit has proposed additional local funding in the ST3 Plan because the project will connect regional transit stations Downtown with the First Hill and Capitol Hill employment centers. The combination of Move Seattle funding, potential Sound Transit funding, and additional funds allocated by the State Legislature for the corridor provide a very strong local funding base.

This project will be delivered in partnership with King County Metro Transit. Investing in the Madison BRT Project builds on the FTA's past productive investment in Metro's successful RapidRide program and is consistent with Metro's long range plan for future RapidRide expansion. It also advances the City of Seattle's vision of being an accessible, equitable city for its residents and visitors.

I strongly support the City of Seattle's transit priority, and I urge you to give their application full and fair consideration.

Sincerely,



Pramila Jayapal
Member of Congress

PRAMILA JAYAPAL
7TH DISTRICT, WASHINGTON

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February 22, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Center City Connector Streetcar Project, Fiscal Year 2017 FTA Small Starts Grant

Dear Secretary Chao,

I write in support of the City of Seattle's Center City Connector (CCC) Streetcar project, requesting that you continue to advocate authorization and appropriation of a Federal Transit Administration (FTA) \$75 million Small Starts Grant allocated to the project in the proposed federal transportation budget submitted to Congress last year.

The CCC fills a critical gap in Seattle's modern streetcar system that will make Seattle more accessible for its residents. It provides new mobility options, supports economic growth and strengthens connections in Seattle's densely-developed Center City neighborhoods, which are home to an estimated 200,000 workers and 69,000 residents, the highest employment and job densities in Washington State.

An additional 31,000 people and 190,000 jobs are expected in these neighborhoods by 2035. Ridership estimates show that the CCC will move more than 24,000 people a day through the heart of downtown Seattle directly connecting riders to the Puget Sound's regional transit network (light rail, commuter rail, and ferry) at Westlake, Colman Dock and King Street Station multimodal hubs.

The CCC Streetcar project will adhere to Buy America requirements. This means the project will benefit streetcar equipment manufacturers and parts suppliers throughout the country, e.g. Pennsylvania, Minnesota, Wisconsin, and South Carolina.

Estimated to cost approximately \$135 million to construct, the CCC project will provide the Center City five total miles of streetcar line, five new streetcar stations, and seven new streetcars. The \$75 million Small Starts Grant funds will be used with other secured state and local funding to completely fund the project. To keep this critical transportation project on track, the Small Starts Grant funds are needed by late fall 2017.

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Besides serving high density population and jobs, the CCC will serve the mobility needs of tourists and visitors in the City. Approximately 10 million tourists visit Seattle each year, many seeking to use public transit as their primary means of transportation during their stay. The CCC will connect retail districts, such as Pioneer Square, Pike Place Market, Chinatown-International District, Belltown, and downtown Seattle's commercial core. It helps maintain a vital economy by carrying more people on a constrained road network that has limited expansion opportunities for cars, while also reducing the carbon footprint.

There are many social service agencies in the Center City that rely on good transit connections. The Center City has the highest concentration of vital services for homeless and vulnerable populations in the Puget Sound region. There are over 9,000 affordable housing units located throughout the Center City. The CCC will provide affordable transportation for low-income Center City residents to access jobs in other Center City areas, increasing accessibility to cross-community job opportunities. It is important that we prioritize access to these programs and opportunities and centralize equity in our growing city.

Thank you for supporting the CCC Streetcar project and I (we) look forward to authorization and appropriation of the FTA's \$75 million Small Starts Grant in 2017.

Sincerely,



Pramila Jayapal
Member of Congress